

THE SALT LAKE HERALD  
Salt Lake City, - - Utah.TUESDAY - - - November 27, 1888  
LOCAL BRIEFS.

WILLIAM ROBINSON'S funeral will be held at 1 o'clock to-day from his residence.

WELLS FARGO &amp; Co.'s shipments yesterday were: Germania bullion, \$1,790.05; ores, \$1,432.85. Total, \$3,222.91.

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## IN FAR-OFF LANDS.

Utah Boys in Paris, Acapulco and Samoa.

DALLIN AND HARWOOD'S WORK

Mr. Perry and Party at Acapulco En Route to Peru—Beezley and Wood at Samoa.

Mr. J. T. Harwood, who is now studying at the St. Julien School of Art, writes as follows: "We had a lovely trip all the way, and I enjoyed the different kinds of scenery that we passed through, but I do not think any of it comes up to our Utah scenery, and my companions remarked the same. They came from California, but were very well pleased with what they saw in Utah. We were in New York in due time. There we met another California chum, and with him took in the sights of the city. We sailed for the old world on the steamer *Trave*, and reached Southampton Eng., in exactly seven days from the day of starting. We remained there two days, and from what little we saw of the country we were very favorably impressed. At Havre we took a funny little railroad for Paris, and arrived in the gay city at about 8 p. m., September 8th. We passed through some very lovely sketching country here. The harvest fields were very interesting in color and composition—pictures everywhere. The costumes of the peasants were interesting. They all wore blouses. This is truly a great city. The first week we spent in sight-seeing and hunting up a flat. We have been to the Louvre, and paid our respects to the old masters. Of course, they are great, but I must confess, that I like the modern painters better. We are told that we will like them better when we get more acquainted with them, but to me they lack the charm of nature. There is very little quality in color, and any amount of exceedingly bad drawing. The sculpture, however, pleased us very much. The Luxembourg was the next place visited, and I must confess that I 'fetched me.' It is wonderful how near to nature those fellows can paint. I am very anxious to see the next year's *salon*. We are located right near the Luxembourg, in the Latin Quarter, which is a great place for students. We entered the St. Julien on the 17th of September, and went right to work. We go to school at 8 in the morning and work from the living model till 5 in the afternoon, with one hour's rest at noon. C. E. Dallin.

UTAH'S YOUNG SCULPTOR.

is here, having arrived about a week later than I. He was very pleased to meet someone from his mountain home and eagerly inquired of his many friends in Salt Lake and elsewhere in the Territory. He likes Paris, but would give considerable money to get back to his home in the mountains and canyons of Utah. I was very glad to see him, also, as it is a great pleasure to meet with one from home. He is very hopeful that America will soon take the lead in art matters, and most of the American students here are of the same opinion. The school is filling up rapidly, and last week one poor fellow was badly 'beaten.' On the entrance of a new arrival, the whole school turned out to 'mass'—that is, in honor of the new comer; leaving their work and their model posing, out they went like a swarm of bees. The new arrival was picked up and placed on a ladder. Then a dozen of the fellows picked up the load, and a way they went down the boulevard, headed by several of the students in grotesque make-ups, and carrying imitation torches. One with a negro's make-up, played a guitar, and the other a banjo, and the entire school followed, singing 'John Brown's Body,' and making all the noise possible. All stopped at the first café, where the ceremonies of the mass were gone through with—as long as the mass money lasted—which the poor beginner has to pay for. After one of the students had delivered a political speech to the mob that had gathered around, the line of march was again taken up, and back to school we went, the entire procession keeping up a mournful chant. Once or twice a stop was made and a mock ceremony performed. When school was reached, the victim was released, and all his tormentors doffed their hats and bowed gracefully. Then, with a yell, all rushed up stairs, leaving an astonished mob outside to wonder, and in ten minutes all were at work again—and the incident forgotten. The police never interfere with the students, and sometimes they kick up most awful disturbances. I am doing fairly well, and received a most encouraging criticism from the professor on Friday. He said I had the best likeness in the room, and here are congregated some of the strongest students Paris boasts. Dallin has created a profound impression by his first study, and the professor under whom he labors has taken considerably more than a passing fancy to him."

FROM THE SAMOAN ISLANDS.

Mr. E. J. Wood, who recently left for the Samoan Islands, writes as follows, under date of October 12: "We arrived at Annum, the smallest inhabited island of the Samoan group, after quite a siege of trouble. We awoke on the morning after our departure to find ourselves swiftly passing the beautiful scenes in the wilds of Nevada, made up of lofty sagebrush, large banks (sand banks) and many fine patches of salarated soil, all of which, including the small cobbles in the shape of dust, and the lamps of coal from the iron horse's puffer, made up our scenes for Friday and Friday night; but Saturday morning at 4.30, found us at the Blue Canyon. We enjoyed the many canyon sights, the scene of the Cape, and the many vineyards on the very tops of the mountains. While in San Francisco, we saw all that was worth seeing, and saw on the 14th of September, on the *Mariposa*. Of course we were assiduous. That was agreed upon before we boarded. With the exception of a very little rain, we had a pleasant passage to Honolulu, at which point we met a number of friends, and took in the sights. We remained in Honolulu, twelve hours, and at midnight were again out on the broad Pacific, with the views of the town fast fading from our view. After

a steamer voyage of fifteen days, we sighted the Samoan Islands, and the vessel stopped at a point about one-and-a-half miles off the coast of Tutuila, and it was not long ere the natives were clambering up the sides of the ship, with their fans, shells and all kinds of curios. Here we took a small boat rowed by eight natives, and went to a small village on Tutuila, where we remained a few hours. After a tedious and uncomfortable voyage in our little boat, we

FINALLY SIGHTED ANNUM.

where we now are. We were picked up by the natives and carried ashore. We are now beginning to eat the native food and the natives are very kind to us. The weather is terribly hot, and it rains every day two or three times and sometimes a night. We drink rain water, which is caught in a large iron tank, and, of course, is not very cold. The natives are very kind to us, and do what they can for us in the way of giving us their native dishes. We have only just arrived, so I will write you more regarding the habits of this people in my next. As you have doubtless heard, war has been raging in Apia, the capital of Samoa. We received our mail at a small village called Leona, on Tutuila, which is about twenty miles by water from here, and we have not yet received letters that should have left San Francisco in September. The natives are afraid of being killed if they go to Leona, but we have hired a native, who will go across the one-mile channel to the nearest point on Tutuila, where he will take the shortest path to Leona, eighteen miles on foot. We pay him \$2 for the trip. We haven't heard much about the war on account of mail being kept at Leona or Apia, we don't know which. The war is between the Germans and the natives, who are not in favor of the German King Tomases, whom we have heard was overthrown last month. A majority of the natives want their other King, whom the Germans made prisoner some time ago. Matters are not settled yet, and we are anxiously awaiting official reports."

UTONIANS EN ROUTE TO PERU.

Word has reached this city of the whereabouts of Messrs. E. P. Ferry, Kessel, Luce and Nebeker, who recently left this city en route to Peru, to examine the land about a mining and smelting enterprise at that point. A note received from a member of the party was dated November 6th, and it conveyed the tidings that all the party were well, and up to that time had experienced an unusually quiet and smooth voyage. They were on board the Pacific Mail Company's *Colima*, and had made 1,836 miles in ten days.

Caine—Hooper.

It was an unostentatious but none the less joyous marriage which was celebrated last evening at the residence of Hon. John T. Caine. The contracting parties were Mr. Joseph E. Caine, son of the Delegate, and a member of the Herald corps, and Miss Annie O. Hooper, daughter of the late Captain William H. Hooper. The ceremony was performed by Probate Judge Smith in the presence of the members of the two families. The event has been in prospective a long time, and the congratulations of their many friends have been hearty, as the good wishes of all who knew the bride and groom will now be earnest and sincere. They are both natives of Salt Lake City, and both stand high in the esteem of a numerous acquaintance. Few of our young people begin life under more favorable circumstances. The lady charming of mind and person, the groom talented and ambitious, and surrounded by many and true friends, the future must appear full of bright promise to Mr. and Mrs. Caine.

The important ceremony over, the relatives sat down to a generous wedding dinner, the evening being passed in pleasant social converse. The bride's presents were numerous and displayed the warm friendship and rare taste of the donors.

THE HERALD IN WELCOMING THIS ADDITION TO ITS FAMILY, OFFERS ITS BEST CONGRATULATIONS.

Wise in Their Day.

All who won boxes of cigars on the election of Mr. Harrison are insisting upon having the famous or other popular brands made by Sam Levy.

All the Rage.

Very much used by the young people. The "Petite" Photograph, \$1.50 per dozen at Fox & Symons.

COAL! COAL! COAL!

Rock Springs, Red Canyon, Weber and Pleasant Valley. Order now from the Union Pacific Co., C. E. WATLAND, Agent. Office, cor. Main and 2nd South.

McCoy &amp; Harmon

have removed the City Livery Stables from 223 First East Street to the stables formerly occupied by Grant Bros. No. 22 and 24 Second South. Telephone No. 81.

Mozizes and Poplinettes for evening wear.

F. AUERBACH &amp; BRO.

NOTICE.

On June 17th our stock was burned. We now offer a large stock of Furniture entirely new, we think at prices lower than any heretofore named. Warehouse and show-rooms, building formerly occupied by Co. op. shoe factory. A line of samples and office at the old stand, Main Street.

BARRATT BROS

PACKING BARRELS FOR SALE.

One thousand packing barrels for sale cheap. Enquire at the Salt Lake City Brewing Company's office, at the brewery.

For honest goods at honest prices, go

F. AUERBACH &amp; BRO.'s, one price establishment.

Free of Charge.

Ladies buying children's suit will please remember that we give a Mothers' Friend Shirt Waist to each suit, free of charge.

L. GOLDBERG'S.

Those lovely Plushes F. Auerbach & Bro. are selling at 90c. and \$1.05, are a bargain sure.

Coal! Coal!

J. C. & H. Watson have reopened. Their coal office in Hyde & Griffin's building, with Taylor Brothers & Clive, No. 119 Main Street.

## IN RAILWAY CIRCLES.

The Sunday Trains on the S. L. &amp; F. D.

THE RIO GRANDE AND UTAH.

The Utah Central Extension—T. M. Orr's Promotion—U. P. Surveyors in California—General.

The Sunday trains over the various branches of the Salt Lake & Fort Douglas are growing in popularity, and if the fine weather of late continues, each week will see an increase in the company's business. Work on the Salt Lake & Eastern is being pushed with all the vigor to be commanded and all reports are to the effect that satisfactory progress is being made. With the trains making frequent trips daily next summer, it would seem as though Parley's Canyon will become the resort for campers-out during the next heated term. There is no canyon in this vicinity that offers greater inducements to the camper-out than does Parley's, and it is the intention of the Salt Lake & Eastern people to offer such inducements as must command patronage. It is now intimated that the permanent passenger depot of the Salt Lake & Eastern will be located on Eighth South and Main Streets. Work on the Fourth West Street branch will be commenced within a few days.

THE RIO GRANDE &amp; UTAH.

A dispatch from Albuquerque, dated the 21st inst., says: The special car of Colonel J. W. Conley, President of the Rio Grande & Utah Railroad, that is now pushing through New Mexico, with Directors Ben L. Cook and Bud Loble of Chicago, arrived in the city today. They had telegraphed all the way to V. D. Simms, civil engineer at Durango, Colorado, to meet them here, and are awaiting his arrival. The party will remain in the city. It is quite probable that the road, as surveyed from Albuquerque to Durango, and which would connect at this point with the Santa Fe and Atlantic and Pacific, will be built in the next year, and that the present officials are here now to order construction work at an early day. The presence of the officials has caused many rumors regarding the railroad outlook for the southwest.

UNION PACIFIC SURVEYORS IN CALIFORNIA.

The firm belief that one or more railroads will shortly enter the northern corner of California invests with much interest all facts bearing upon the possible choice of routes. It is well known that the Sierra Nevada about the headwaters of Feather River are much broken, and that the chain is here no longer a continuous one, with a high central ridge covered deep with snow each winter. In all articles so far written upon routes or passes through Plumas or Lassen counties it has been taken for granted that only two existed that could be utilized for railroad purposes. One of these is Beckwith, and the other Fredonia Pass. Each of these is feasible, and their advantages have been fully set forth from time to time, in various publications during the past year. Several parties of surveyors have investigated both forks of Feather river, as well as the two passes in question, and the data they have accumulated is now in the possession of the different companies they represent. The activity of the engineers of the Union Pacific in the northern part of California seem to indicate something more than an exploring expedition. If reports can be relied upon, they are busy in many places, and the best route for a road is a matter for them to decide later.

PERSONAL AND GENERAL.

Mr. WHITEFIELD, traveling passenger agent of the Central Pacific, was in Salt Lake yesterday.

T. W. ELLIS, traveling auditor of the Union Pacific, arrived in this city last evening from Cheyenne.

The corrected time table of the Salt Lake & Fort Douglas Railway appears in another column in this issue.

SUPERINTENDENT SHARP, accompanied by Chief Clerk Mackintosh, of the Utah Central office, went down to Milford yesterday.

The Union Pacific has ordered \$2,500,000 worth of equipment, making about \$4,000,000 that have been spent so far this year in this way.

THERE is a belief in San Diego that the Cuyamaca & Eastern Railroad has been sold to the Union Pacific for incorporation with the extension of the Utah Central.

Mr. W. W. Wood has resigned as assistant ticket agent of the Rio Grande depot at Colorado Springs, and accepted the position of local ticket agent for the Chicago, Kansas & Nebraska line at that place.

THE Baltimore & Ohio gave notice Saturday of its withdrawal December 1st from Castle Garden. It is believed the Erie will soon follow. It is also stated that the B. & O. will soon withdraw from the Trunk-line Association.

ROBT. SHERMAN, Jr., of the Union Pacific, has returned from a business run through Idaho and Oregon. He reports business in these places as very fair, and says that Boise and other places visited were enjoying excellent weather.

A FREIGHT train on the Southern Pacific, near Tucson, moving at twenty miles per hour, down grade, ran into a herd of cattle, striking a yearling calf, which jumped at one bound on to the pilot of the locomotive, where it quietly lay down and rode for nine miles.

THE Los Angeles, Utah & Atlantic has been incorporated at Los Angeles, Cal., with a capital stock of \$10,000,000 to build a railway from San Pedro bay to the eastern boundary of the State. Among the directors are J. M. C. Marley, of Van Wert, Ohio, president of the Cincinnati, Jackson & Mackinaw Railroad, and C. W. Scott, of Manistowick, Mich. The ultimate idea suggested by the incorporate name is a line through to Salt Lake.

SOME time since charges were made against the Burlington by the Milwaukee and Omaha roads, to the effect that seven second-class tickets to Chicago had been sold at a cut ranging from \$1 to \$1.50. Chairman Abbott, of the Northwestern Passenger Association, sustained the charges and fined the Burlington \$189 for the offense. To this

of health and strength renewed and of ease and comfort follows the use of Syrup of Figs and it acts in harmony with nature to effectually cleanse the system with costive or bilious. For sale in 50c. and \$1 bottles by all leading druggists.

WHEN, from any cause, the digestive and secretory organs become disordered, they may be stimulated to healthy action by the use of Ayer's Cathartic Pills. These pills are prepared by the best physicians, and are for sale at all the drug stores.

A Pleasing Sense

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must be added \$83, the amount it will cost the Burlington to redeem the tickets at full tariff, which makes the total fine \$232. The Burlington realized \$84 by the sale of the tickets, which leaves a loss of \$188.

It is said that the Colorado Midland will in a few months build a cut-off from Crya Lake to a point near Sugar Loaf Mountain, saving five miles in length, and reducing the grade from 4 to 1 per cent. This cut-off was the original idea of Chief Engineer Wipacworth when he was connected with that road, but until the present time nothing has been done as regards it. The original map of the road, which was prepared two years ago by Mr. Wipacworth, shows this cut-off, and the idea was such a good one that the management will in a short time instruct Chief Engineer Bryant to proceed with the building of the line.

On the morning following the late Presidential election, a newspaper train on the Chicago, Burlington & Northern, in charge of Conductor C. L. Beach and Engineer Thomas Benedict, made a remarkable run. It left Minneapolis at 4.10, stopped in St. Paul twenty-five minutes, made twelve halts on the route, and arrived in La Crosse at 7 o'clock. The time from beginning to end of the journey was 70 minutes. Deducting the twenty-five minutes' halt at St. Paul, the running time was 145 minutes and the total distance traversed 143 miles. This is said to have been the best run ever made in the State of Minnesota.

A Union Pacific circular makes the following announcement: "Mr. T. M. Orr has been appointed assistant to the general manager, and in the absence of the general manager or assistant general manager, is authorized to sign requisitions, pay rolls and vouchers. In addition to the foregoing he will continue in the discharge of the principal duties which have heretofore been assigned to him by the general manager and perform such other duties as may from time to time be determined upon." Mr. Orr has been in the office of the general manager under several administrations, under Messrs. Callaway, Potter and Kimball, and there is probably no one better fitted than he for the position to which he has just been elevated. "Tom" Orr has become one of the most popular of the Union Pacific attaches at Omaha.

MINES AND MINING.

Lead Holds Its Own—An Accident at the Yuba—General.

Ten carloads of ore came in from Tinto yesterday.

LEAD holds its own at \$4.60; silver suffered a slight decline yesterday, our quotations showing 93 1/2.

The experiment with the Russell process at the Maissac mill will soon be commenced. The delay has been caused to a great extent by the non-arrival of piping.

Last year's mineral output in the United States was worth \$338,000,000—much greater than that of England, and larger than the productions of the rest of Europe combined.

An accident occurred at the Yuba mine, Placerville, Nevada, a few days since, by which Geromino Tapina fell from the bucket a distance of 400 feet, and was washed into a pulp like mass.

Recent reports from Hay's Southern Tier property are to the effect that some fine strings of ore from the east of the hill have been encountered, and that the property is improving daily.

CONNECTION was made the first of the week, says the *Record*, between the two incline shafts of the Woodside leasers' bonanza and the great amount of stopping ground opened up. The working force has been increased to twenty men and more teams to haul ore have been put on. If no obstacles appear the leasers can take out and ship from twenty to thirty tons of ore a day from now on.

Last Saturday at Rock Springs, James Sloan met with an accident at No. 3 shaft, that will lay him up for awhile. He had been fixing the pipes and pump at the bottom of the shaft, and he and Roy Dresser were being hoisted to the top in the bucket improvised for the purpose. The top of the shaft is nearly covered with timbers, leaving only a small opening for the bucket to rise through. In being hoisted through the opening Sloan was caught on the back by one of the timbers. He was badly squeezed and injured internally so that it will be some time before he gets to work again.

THAT Utah and her minerals are attracting wide attention at the present time is evident from the many favorable notices received in eastern mining and other journals. The following from the *Boston Transcript* has been widely copied and favorably commented upon: "Included in the mineral